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Fox&Hounds discusses and explains the confluence of politics and business in California through our blog, featuring opinion pieces written by leaders from across the state published daily. Read below to see what's new on the site today.

Why His Opponents Are Worried about John Chiang
By Joe Mathews

Gavin Newsom may be the frontrunner for governor. Antonio Villaraigosa may have the benefits of experience and a strong record as Assembly speaker and mayor of Los Angeles. And John Cox, as the lone Republican in the race, may have a good shot at getting into the top two.
But don't count out John Chiang.
His opponents aren't.
And if I were forced to put money on the race now, I'd bet on Chiang.
Why? He has advantages that his opponents can't replicate.
For one thing, he's a humble, admirable, easy-to-like personality. Newsom and Villaraigosa, both strong mayors who would be huge improvements on the current do-little occupant of that office, are brilliant and risk-taking — but polarizing figures, politically and personally. Chiang has never faced significant scandal; Newsom and Villaraigosa have baggage.

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Common Sense Criminal Justice Reform Legislation
By Scott Dominguez

A series of three bills affecting the criminal justice system sponsored by our fellow prosecutors in the San Diego County District Attorney's Office have been introduced in the Legislature and deserve passage.
Senate Bill 194 allows the initial term of probation to be extended to beyond the initial maximum term following a probation violation. Under current law, if probation is revoked after a hearing during the term of initial probation, a defendant may be placed back on probation but that probation must expire on the date of the original probation grant.
This bill removes this anomaly regarding probation revocations, and will make rehabilitation more meaningful. In most situations, a violation of probation is indicative that rehabilitative efforts are not succeeding. This bill will provide additional time for the courts to monitor someone who is found to have violated their probation, and will give the defendant time to comply with the terms of probation designed to make the defendant a productive member of society.

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California's manufacturing and recycling economy
By Dorothy Rothrock

When "manufacturing" is mentioned, you likely picture a factory with products rolling off an assembly line. But there are many off-site functions that are not as obvious as a large plant in an industrial park. One of these is recycling: manufacturers are the biggest consumers of material recycled from end-of-life products and industrial scrap. In 2014 more than 135 million metric tons of outdated or obsolete scrap was transformed into raw materials which was used to produce new products in the United States.

Scrap recycling is one of the world's first green industries. It is a pivotal player in California's environmental protection, resource conservation, and sustainability. Since the end-of-life products and industrial scrap are recycled and are never destined for the landfill, scrap recycling supports our goal to keep 75 percent of all solid waste from going into landfills by the year 2020. It also saves energy. Our climate change plan notes that "...recycling of materials decreases upstream greenhouse gas emissions associated with the extraction and processing of virgin materials..." Energy we save by recycling can be used for heating our homes or powering our automobiles.

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423 million new opportunities for clean air now
By Allen Schaeffer

Governor Brown's pet transportation bill that was just approved sealed the deal for higher diesel fuel taxes and required some horse trading with truckers seeking stability in fleet vehicle requirements for the future. It's a familiar path in California – one with mixed results.
The state that leads the nation in electric car registrations last year ranked 47th of 50 for adoption of the latest in low-emission commercial truck technology. Around 23 percent of the largest tractor-trailer size commercial trucks in California are of the newest and cleanest generation, compared with a national average of 30 percent. Only Alaska, Maine, Arizona and Kentucky rank lower.
The high population of older vehicles is significant because California's federal ozone non-attainment status – while improving – still falls consistently short. The primary culprit cited by clean air regulators is nitrogen oxide (NOx) emissions from these older diesel trucks which regulators say must be drastically reduced to meet ozone standards.

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